



# LEE'S SUMMIT MISSOURI



## POLICE DEPARTMENT

**To:** Chief Travis Forbes  
**From:** Major Mike Childs  
**CC:** NA  
**Date:** March 1, 2018  
**Re:** 2017 Biased Based Policing Analysis

I have completed the analysis of the 2017 Biased Based Policing Statistics for the Lee's Summit Police Department. The analysis is a review of all sworn officer traffic stops and investigative vehicle stops with regard to minority contacts. The time range of the analysis was January 1, 2017 through December 31, 2017.

During the reporting period of 2017, Lee's Summit Police Officers conducted a total of 16,319 car stops:

- White drivers accounted for 12,362 (76%);
- Black/African American drivers accounted for 3,213 (20%);
- Asian drivers accounted for 134 (1%);
- Hispanic/Latino drivers accounted for 162 (1%);
- American Indian/Alaskan Native drivers accounted for 10 (N/A); and
- Other drivers accounted for 438 (2%).
- Additionally, men accounted for 57% of traffic stops while women 43%.

Thus, in 2017, the total minority drivers to include the category of 'Other' represented 24.24% of traffic stops by Lee's Summit police officers, or 7% over the 2010 census minority average population for the State of Missouri of 17.24%. The data shows a continual but steady increase from 17.7% in 2011, 18.2% in 2012, 19.1 in 2013, 21.4 in 2014, 22.83 for 2015, and 23.23 for 2016. This increase over eight years is a rise of 6.5% which closely mirrors the population increase estimates over the same period of 5%. This gradual increase should indicate the expected change and increase of the minority population for the city, and state, not reflected when using a fixed 2010 census figure as the set base. Although the contact percentage continues upward, complaints of biased based policing received by the department remain constant, with two complaints for 2017.

A department policy requirement is completion of an analysis within the first quarter of the calendar year. At that point the Missouri State Attorney General's Office has not released an

updated Biased Based Policing report of expected minority population, or a current disparity index. Although dated, the State continues to rely on data from the 2010 census which again reports the minority population for the State of Missouri, over the age of 16 to be 17.24% of the total state population. Additionally, the report released by the state will identify a disparity index. The disparity index is a numerical likelihood that drivers of a given race or ethnic group are stopped based on their proportion of the residential population 16 and older for a defined area, and not on the population of motorists for the entire state. This would be calculated by the percentage of traffic stops for a given population divided by the percentage of that given population. As an example for the State of Missouri, in 2013 African-Americans accounted for 17.50% of all traffic stops but represented 10.90% of the total State population sixteen years and older, thus a State value on the disparity index of 1.60 ( $17.50/10.90$ ). As a value of 1 would represent no disparity it is assumed then African-Americans were stopped at a rate 60% greater than expected based solely on their proportion of the population sixteen and older.

It should be further understood the disparity index is an estimate of the likelihood drivers of a given race or ethnic group are stopped based on their proportion of the residential population 16 and older, not on the population of motorists on the state's streets, roads and highways. A group's share of the residential population 16 and older may or may not be similar to its proportion of drivers in the reporting area, and when there is a large discrepancy between the two numbers, the disparity index will be skewed.

Additionally, any disparity index for Lee's Summit will have a slight margin of error based on a lack of information regarding actual population numbers. Specifically those numbers related to drivers between 16 and 18 years of age. The figures available for use, from both the U.S. Census Bureau and the City of Lee's Summit base the statistics on 18 years of age and older. Thus using a total population number for a given race based verses department stop figures could cause an inflated disparity index, such as; African-Americans from 16 years of age and up accounted for 20% of the 2017 traffic stops but only account for 9% of the Lee's Summit population, which is a fixed estimate of eight years past. So the Lee's Summit figures would be 20 divided by 9 for an index slightly over 2. Again, as a value of 1 would represent no disparity it is assumed then African-Americans are stopped at a 100% greater rate than other drivers as more realistic population numbers are unknown verses actual contact percentages. Using the same equation format for total minority stops in Lee's Summit, not specific to one race, the disparity index would be 1.42, being overall minorities were 42% more likely to be stopped than compared to white drivers. This again is using total population numbers without adjusting for drivers 16 years of age and older.

Another consideration, as our contact percentages above are compared to a population estimated from a 2010 census report we sought out additional factors of comparison directly related to the City of Lee's Summit itself. A close comparator would be the reported minority population of the Lee's Summit R-7 School District and student demographics. The student population is reported annually through the Missouri Department of Elementary and Secondary Education and is listed below. Even though these figures may not represent motor vehicle operators over the age of sixteen, it is more of a community mirror to our adult driving population of parent for child.

#### **Lee's Summit R-7 Student Demographics for 2017**

- Total Student Population - 17,915
- African American - 12%
- White – 75%
- All Other (Hispanic, Asian, Indian, Multi-race and Pacific Islander) – 13%

The factors of more than one student in the district, one parent households, and the senior population of our community may alter overall numbers, placing the school district minority attendance percentage at 25%, or above our minority contact percentage. Comparing this with the City of Lee's Summit Development Plan listed below which estimates the city's minority population for 2016 (2017 report not completed until summer of 2018) at 16.27% which may be a more assumptive overall snapshot of our current minority total population. This would place our current minority contact rate of 24.24% on traffic stops between two other estimated figures of the city's minority population percentage and the school districts attendance percentage.

#### **Lee's Summit City Population Demographics for 2017 (Unchanged from previous reports)**

- Total Population – 93,618
- African American – 9%
- White – 83.75%
- All Other (Hispanic, Asian, Indian, Multi-race and Pacific Islander) – 7.25%

A point of clarification related to the City of Lee's Summit demographics information found through [www.cityofls.net](http://www.cityofls.net). The demographic section displays a 2017 estimate of population at 95,973, but statistics for the information published are based on a population of 93,618. The figure of 93,618 is an estimated mid-point population between the actual 2010 census population and the 2017 estimated population.

Outside of population number fluctuation estimates we must look at additional factors which may increase our minority contacts beyond our estimated city population percentages. The first factor would be to understand the growing existence of subsidized housing and rental property.

The availability of the rental housing market in Lee's Summit continues to grow and development reports from 2017 indicate an additional 3,000 units to open in the near future. The subsidized and rental housing market may also present a true count conflict with an entire population of residents not being captured, but estimated. As the resident turnover in both of these housing markets is transitory, they also show a greater population of minorities of both young and old. The ability to track these fluctuations in population is not accurate and again only estimates of population.

An additional transitory or pass-through population through Lee's Summit each day is related to highway structure with ingress and egress from the boarder shopping districts. Lee's Summit is served by four major highway corridors including I-470, M350/US 50, M-291, and M-150 with 14 interchanges. As a suburban community to the greater Kansas City metro area the highways are a direct link to the urban core providing convenient ingress and egress. This highway corridor expectantly provides the additional factor of increased urban consumers seeking safe and convenient retail shopping and employment. As the city of Lee's Summit has increased its retail foot print on our west city limits this is in contrast to the number of retail stores continuing to close in the greater Kansas City metro area. So the highways provide the direct conduit for a safe shopping environment or employment opportunity for an urban population coming from south Kansas City, Raytown and Grandview. This influx of retail traffic not only accounts for more vehicles, thus more vehicle stops, but increases the minority population surrounding our biggest traffic concern related to our shopping district and our increased enforcement.

With understanding that the highways provide the conduit for pass through population for work and retail, and these areas of work and retail are high traffic flow concerns, then bordering community minority populations need to be examined as they may affect the City of Lee's Summit. The greatest increase for the city retail footprint, and employment opportunities, has been the west side of town which borders the communities of Kansas City and Raytown, with a close connection to Grandview. These communities have stark minority population differences as compared to Lee's Summit. As an example using only the African American population, Kansas City Missouri estimates their population above 29%, Raytown reports 25%, and Grandview reports an African American population over 41%. When analyzing the population for these surrounding communities it demonstrates the population for just African Americans exceeds our 24.24% related to traffic stops for all minority contacts. With the minority population differences of surrounding communities, even a small percentage of the population coming from each surrounding communities for work or entertainment may affect the police department's minority contact percentage beyond our population totals. As with previous years of analysis this is further demonstrated in the percentage of resident verses non-resident drivers

stopped by officers. For 2017 department traffic stops indicate 53% of stops were of Lee's Summit residents while the remainders of 47% were non-residents, or considered that transitory population from surrounding communities.

For more of an informational purpose a review of statistics by age and gender of those stopped for investigative or traffic issues was also conducted. The results are:

Age:

Under 18 years old: 1,092

18 to 29 years old: 5,940

30 to 39 years old: 3,385

40 or more years old: 5,902

Gender:

Male: 9,273

Female: 7,046

In addition I reviewed the Biased Based Policing Complaints received by the department and filed by citizens for 2017. I located two complaints; #17-10 associated to an investigative stop from a business with a high loss per shoplifting, and #17-15 associated to a traffic stop with both complaints being of racial profiling. Complaint #17-10 involved the Crime Reduction Team in street clothes on active surveillance at an outdoor garden center of a busy shopping complex. An individual was observed removing items they could not substantiate had been purchased. As the suspect vehicle left they followed in their vehicle which caused a reaction by the party being followed. A stop was not immediately conducted as they awaited a marked unit to respond. The contact was made at the subject's residence and proof of purchase was established. The complainant was upset with basis of stop and contributed his actions due to being followed. The complaint investigation was handled by Captain Frizzell and findings exonerated the officers in taking appropriate actions during the course of an investigation. Complaint #17-15 surrounded a car stop for a valid traffic offense. Upon contact with the driver by the officer the driver either began filming the officer or making a cell phone call. The officer asked for the driver to cease his cell phone action so he may handle the traffic stop and that became the point of conflict for the contact. It was investigated by Sergeant Stubbs who found the officers' actions professional and even apologetic towards the driver to reach a positive conclusion. The officer was exonerated of the complaint as no bias was established for a valid traffic stop following a violation.

Though minority contacts increase gradually each year the supervisors in the Operations Division continually monitor the officers assigned to their shifts and the traffic unit on a quarterly basis. Supervisors conduct the quarterly analysis of patrol strategies and enforcement behaviors for their individual officers and immediately address issues as they arise. While statistical disproportion does not solely prove an officer is making vehicle stops based on the perceived race or ethnicity of the driver, the compilation and analysis of data provides an early

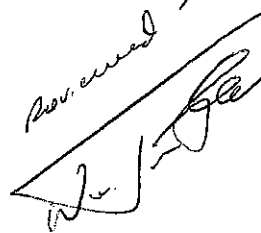
warning to address activities in the best interest of the community and department. Supervisors will strive to take every opportunity in continually educating officers of the pitfalls of biased based policing and ensure an unbiased approach to traffic enforcement exists.

In conclusion, the 2017 Biased Based Policing Analysis and review of Biased Based Policing complaints did not substantiate any factual evidence that any particular officer or unit of the Lee's Summit Police Department is practicing biased based policing. Factors indicate outside influences can and do increase our contacts, along with district demographics and patrol initiatives such as crime reduction efforts and traffic enforcement.

Professionally,



Major Mike Childs, Operations Commander

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